

WHARF AND WAVE.

ARRIVED.

Friday, November 15.
Str. Mauna Loa, Simerson, from Kona and Kauai ports; 6:30 a. m.
Str. Waialeale, Piltz, from Kauai ports; 9:30 a. m.
Str. J. A. Cummins, Searle, from Kona ports; 12 m.
Schr. Lady, from Kauai ports.
Str. Ke Au Hou, Pederson, from Kona, Elele, Makaweli and Waimea; 3:10 a. m.

Saturday, November 16.
Str. Kinan, Freeman, from Hilo and way ports; 3:30 p. m.
Str. Lehua, Napala, from Maui and Molokai ports; p. m.

Sunday, November 17.
Am. schr. Aloha, Fry, from San Francisco, via Kailua and Lahaina.
Ger. sp. Lita, Harms, from Hamburg.
Am. bkt. Archer, Hardwick, from San Francisco.
Str. W. G. Hall, Thompson, from Kauai ports.
Schr. Alice Kimball, from Kauai ports.
Str. Claudine, Parker, from Maui ports.

Monday, November 18.
Str. Lehua, Napala, for Molokai ports; 5 p. m.
Str. Nihau, Thompson, for Kilauea; 5 p. m.
Str. Waialeale, Piltz, for Elele and Waimea; 5 p. m.
Schr. Malolo, for Hanalei and Kailua; p. m.

DEPARTED.

Friday, November 15.
Am. sp. Carrolton, Gordon, for Tacoma.
Str. James Makee, Tuleit, for Hanalei and Kapa; 4 p. m.
Schr. Keauikoa, for Hamakua ports.

Saturday, November 16.
Str. Ke Au Hou, Mosher, for Kona, Elele and Makaweli; 3 p. m.
Sloop Kailani, for Pearl City; 12 m.
A-H. S. American, Morrison, for Seattle.
Schr. Waialeale, for Molokai; 3 p. m.

Sunday, November 17.
Am. schr. W. J. Patterson, Pearson, for Astoria.
Am. bk. Annie Johnson, Nelson, for San Francisco.
Am. schr. Charles E. Falk, Henningson, for the Sound.
Am. sp. Emily F. Whitney, Brigman, for San Francisco.
S. S. Sierra, Houdlette, from the Colonies.
S. S. Sierra, Houdlette, from the Colonies.
S. S. Dorie, Smith, from the Orient.
S. S. Ventura, Hayward, from San Francisco; may arrive p. m.

THE dredging of the slip between the two railroad wharves is now finished, and the depth of the slip is thirty feet at all places. The work was done by Cotton Brothers' big dredger as the dredger owned by the Oahu Railroad company was not able to handle the coral rock which constitutes the bottom of this slip, as it is a pump dredger and only of use in pumping out mud and sand. The coral rock on the bottom of the slip had to be blasted in pieces before it could be removed, and the job has been rather a tough one.

KILLED THE HORSE.

Accident on Rapid Transit Co's Track Similar to Previous One.

In an accident on Lihua street, near School street, in many respects similar to that which resulted in the death of Manuel Peters, a horse was killed Saturday afternoon. Car No. 20 of the Rapid Transit Company, the same car which struck Peters, was proceeding up Lihua street when it overtook a horseman proceeding in the same direction as the car. When close to the car the horse shied, and balked on the track, and the car was stopped until the animal got out of the way.

On the next trip the car, while going up the hill, encountered the horse, and its rider coming down. Again the horse acted badly and the car struck it, breaking one of its legs. The rider, J. A. McLean, was thrown to the ground, but escaped injury. The horse's leg was broken, and the animal had to be shot. The presence of mind of Motorman Cooke alone averted what might have been a fatal accident.

By a curious coincidence, a witness of the killing of Manuel Peters, George Varrel, shot the injured horse on Saturday.

WANTS HIS PROPERTY.

A. Kunst Says He Was Ousted By C. Kamman.

A. Kunst has brought an ejectment suit in the Circuit Court against Chas. Kamman to gain possession of a leasehold estate in the possession of certain Catholic Mission lands at Waialeale, Kona, Kilauea, Oahu.

The plaintiff says that on November 15, 1901, the defendant, Chas. Kamman, unlawfully and wrongfully entered upon said land and ousted and ejected plaintiff therefrom, and ever since has unlawfully and wrongfully withheld the possession thereof to the plaintiff's damage in the sum of \$5,000. That the rents, issues and profits are valued at \$100 per month, and that plaintiff is damaged in the sum of \$100 per month from November 15, 1901.

Plaintiff prays that process issue from the court citing the defendant to appear and answer at the next term of court.

Little Will Prepare Decisions.

Judge Gilbert F. Little, of Hilo, is in the city for the week. He was a member of the Supreme Court which heard several appeals on the occasion of his last stay, and the visit at this time is for the purpose of consultation and preparing decisions. Judge Little may hold a brief session of court while here, clearing up a few matters which were left unfinished on his former visit.

TO THE PUBLIC.

Allow me to say a few words in praise of Chamberlain's Cough Remedy. I had a very severe cough and cold and feared I would get pneumonia, but after taking the second dose of this medicine I felt better; three bottles of it cured my cold and the pains in my chest disappeared entirely. I am most respectfully yours for health, Ralph S. Meyers, 64 Thirty-seventh St., Wheeling, W. Va., U. S. A. For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaii Territory.

OCTOBER WEATHER

Winter Rains Set in During the Month.

The meteorological summary for the month of October shows a state of wind and weather which are most gratifying. The details of the report are as follows:

Temperature mean for the month, 75.8; normal, 76.3; average daily maximum, 81.9; average daily minimum, 70.5; mean daily range, 11.4; greatest daily range, 17 degrees; least daily range, 5 degrees; highest temperature, 84; lowest, 66.
Barometer average, 29.950; normal, 29.960 (corrected for gravity by -.06); highest, 30.05; lowest, 29.81; greatest 24-hour change, .10. "Lows" passed this point on the 1st and 10th and 23d; highs, on the 7th, 19th and 28th. It will be interesting to note whether seven successive months of low barometer will be followed by unusually heavy rains.

Relative humidity, 76; normal, 72.5; dew point, 67.3; normal, 66.1; mean absolute moisture, 5.45 grains to the cubic foot; normal, 7.06.

Rainfall, 4.14 inches; normal, 2.46; rain record days, 23; normal, 19; greatest rainfall in one day, 2.79 inches, on the 24; total at Kilauea, 10.76; at Kilauea Park, —. Total rainfall since January 1, 28.96; normal, 27.24.

The Artesian well water stands at 33.12 feet above mean sea level. At the same date in 1900 it stood at 33.19. The average daily mean sea level for October was 19.37 feet on the scale, 10.00 representing an assumed annual mean, and 9.82 the actual annual mean for nine years previous to 1901.

Trade wind days, 26 (8 of NNE); normal, 22; average force (during daylight) Beaufort scale, 2.5. Cloudiness, tenths of sky, 4.7; normal, 4.3.

Approximate percentage of district rainfall as compared with normal, district of Hilo, 90 per cent; Hamakua, 75; Kohala, 120; Waimea, 23; Kona, 64; Kau, 375; Puna, 100; Maui, varying all the way from 10 to 100; Oahu, 89 to 175; South Kaula, 390; North Kaula, 120.

The long drought in North Hawaii, viz., in Hamakua and Kohala, was broken by rains setting in on the 21st. Later indications are of varying winds and abundant rain. Hilo, Kau, had 7.50 inches in 24 hours ending 21st; other Kau stations nearly as much.

Mean temperatures: Pepeekeo, Hilo district, 100 feet elevation, 80.1 average maximum; 69.9 average minimum; Waimea, Hawaii, 2,730 elevation, 77.6 and 65.4; Kohala, 521 elevation, 81.5 and 70.7; Waialeale, Kilauea, 2,700 elevation, 81.3 and 69.6; Kilauea, W. R. Castle's, 60 feet elevation, highest, 88; lowest, 67.5; mean, 76.7; Ewa Mill, 50 feet elevation, average maximum, 85.6; average minimum, 68.6; probable mean, 76.4.

The principal event of the month was the setting in of rains on the 21st on Hawaii Island. The storm of the 2nd was singularly confined to Kauai and Oahu. A heavy swell set in on windward coasts at the end of the month. Slight snow fall on Mauna Kea on the 29th. Light earthquake was felt at Kohala, 3 a. m., 15th. Thunder and lightning accompanied heavy rains on Maui on the 30th.

CURTIS J. LYONS, Territorial Meteorologist.

RAINFALL FOR OCTOBER.

Amount of Precipitation at the Various Weather Stations.

Stations.	Elev.	Rain, Feet.	Inches.
HAWAII.			
Hilo—			
Waialeale	50	11.60	
Hilo (town)	100	9.51	
Kailua	1,250	15.90	
Pepeekeo	100	9.03	
Hakalau	200		
Honohina	200		
Laupahoehoe	500		
Ookala	400	5.94	
Hamakua—			
Kailua	250	4.90	
Kailua	750		
Paauhau (Greig)	1,150	2.73	
Honokaa (Muir)	425	2.56	
Honokaa (Rickard)	1,900		
Kukuihaele	700	2.72	
Kohala—			
Awini Ranch	1,100		
Kailua	200	4.44	
Kohala (Mission)	521	3.54	
Kohala Sugar Co.	235	4.72	
Hawi	300		
Hawi Mill	600		
Waimea	2,720	9.70	
Kona—			
Kailua	950	2.75	
Honohina	1,350	2.54	
Kealekua	1,580	3.61	
Napooopo	25		
Kau—			
Kahuku Ranch	1,680	10.00	
Honoupo	15	4.59	
Nailuku	650	7.78	
Hilo	310	9.10	
Pahala	850	5.54	
Maunaloa	1,790	15.41	
Puna—			
Volcano House	4,000	6.66	
Olaa (Russell)	1,700	13.05	
Kapoho	110		
Kailua	8		
MAUI.			
Lahaina	700		
Waipae Ranch	200		
Kaupo (Mokulua)	285	5.17	
Kailua	300		
Kahikini	1,550		
Hamoa Plantation	60	2.98	
Nailuku (Anderson)	60	5.69	
Nailuku (Nishwitz)	800	10.39	
Haiku	700	4.28	
Kula (Erewhon)	4,500	0.17	
Kula (Waikona)	2,700	0.30	
Puomalei	1,400	3.22	
Pala	180	1.03	
Haleakala Ranch	2,000		
Waialeale	200	0.42	
OAHU.			
Punahou (W. Bureau)	47	4.14	
Kulaokahua	50	2.56	

Makiki Reservoir	120	3.84
Kewalo (King St.)	15	3.77
U. S. Naval Station	6	2.92
Kaplania Park	10	3.62
Manoa (Woodlawn D.)	255	8.20
School St. (Bishop)	50	
Pacific Heights	700	4.51
Isaac Asylum	290	3.05
Kalihi-uka	290	
Kamehameha School	75	
Nuuanu (W. W. Hall)	50	3.66
Nuuanu (Wylie St.)	250	
Nuuanu (Eldred Station)	405	5.30
Nuuanu (Luakaha)	850	19.76
Waimanalo	25	2.11
Melrose Hill	300	4.17
Kaneohe	100	
Ahulimanu	350	6.52
Kahuku	25	1.47
Waialua	29	1.60
Wahiawa	800	2.68
Ewa Plantation	50	
Waipahu	200	4.64
Moanalua	15	4.47

LANAI.

Keomuku 6

KAUAI.

Lihue (Grove Farm)	200	10.29
Lihue (Mokulua)	300	11.90
Lihue (Kukui)	1,000	14.28
Kailua	15	8.15
Kilauea	325	5.79
Hanalei	19	7.87
Waialeale	32	9.05
Elele	200	1.24
Wahiawa Mt.	2,100	16.14
Melrose Hill	300	4.66
Lawai	450	6.38

Too late for last report—

Kahuku Ranch 2.41

Kailua 4.98

Waipae 0.44

Haleakala Ranch 0.93

Laupahoehoe 5.31

Hakalau 4.97

Honohina 4.08

Elele 0.48

Melrose 1.90

Puomalei 0.82

Hawi Mill 0.77

Observers are especially requested to forward their reports promptly at the end of each month, and to report regularly and accurately.

CURTIS J. LYONS, Territorial Meteorologist.

PLANTERS' MEETING.

(Continued from Page 5.)

ways of transportation of cane.

On Onomea Plantation, on Hawaii, the flume system is in vogue. The cane is tied up in small bundles from 60 to 80 lbs. each, and carried a distance from 100 to 150 feet to a flume slide. Out of the way corners and sides of pails, gulleys and more distant parts of the fields, the cane is hauled by sleds. Sleds are used because of the cane being easily handled in loading and unloading of the same. Considerable labor is used in the piling of the cane at the flume slides for night work. One by fourteen inch pine lumber is used in 12-foot length flume boxes for portable flumes, thus in removing the flume one man is able to pack one sled, move very readily. Cane is flumed in this manner through portable and permanent flumes on this plantation over a distance of seven miles. The cost for the handling, loading, transporting, and every outlay connected with the fluming of cane, including the expense of the animals hauling sleds and carts and the expense of grading and superintending the flumes, placing and building of portable flumes, is shown by Mr. Moir to be approximately 60 cents per ton of cane, or \$4.80 per ton of sugar, delivered in the carrier at the mill.

At the Kula Plantation a wire cable system is used, the cane being loaded into wagons especially designed, after which it is hauled to the wire cable. No definite figures of cost are given by Mr. John M. Horner, but the subject and methods are treated most fully in his writing. He refers to Mr. Albert Horner for details, and from him the following information has indirectly come to me. The cost at the Kula Plantation for the cutting and bundling of cane approximately between 20 and 25 cents per ton and further handling and transportation of same some 27 cents per ton. This would make a total outlay of about 50 cents per ton, including the cost of cutting. Taking the average cost of cutting cane throughout the Islands for the past season at about 22 cents per ton, we might say a figure of 38 cents per ton for the bundling, handling and transportation of the same by the wire cable system was the cost. This figure of 38 cents per ton by eight tons of cane to a ton of sugar would equal \$3.04 per ton of sugar. These figures, however, are approximate and probably do not include the cost of wear and tear and up-keep of the system. In studying this system and looking at it from an economical standpoint, even though these figures were increased some, it is not the only point of interest to us, there is still another that is just as vital, that of minimizing the manual labor necessary for harvesting a crop by this system. I have not been able to secure this information, but in a general way I am told that it takes less manual labor per ton of cane than by the methods in vogue on the larger estates. In fact by referring to Mr. Horner's writing given below, and following his description of their experience, he states that they found one sled, two mules and two men took the place of fourteen men. He goes on and shows further that they made still further cuts in necessary quantity of manual labor. Hence the team of mules actually took the place of twelve laborers. This is the particular point of interest to the writer, for it shows that by increasing the manual labor 20 per cent the manual labor was reduced over 80 per cent.

The cost of handling and transportation of cane on the Island of Kauai, at the Kilauea Plantation, as reported to me by Mr. Ewart, includes all outlays which appertain to the loading of cane, the laying of portable tracks, the hauling of cane and carts on both the main and portable tracks, the cost of fuel, oil, waste, and repairs and up-keep of main line, of 45 cents per ton of cane or \$3.60 per ton of sugar. The longest haul on the main track was six miles; the longest haul on portable track was 14 miles; the average haul on main line by locomotive was two miles. The loading of cane was done by contract, with an average outlay of about 19 cents per ton, including houses. Mr. Ewart shows in his figures that they have been enabled to keep the contractors up to the mark and compelled them to do good clean work in loading, and also to do this work without in any way reducing long established rates for the distance which portable tracks were laid apart. He mentions the fact that was observed in nearly all of the plantations on this island where cane loading was done under contract, that of the average tonnage loaded on the cars being considerably less than formerly.

The cost for handling and transportation of cane by system of permanent and portable track on the Honolulu Plantation, and in fact on all the plantations on this island, has been practically of the same proportions as the figures which Mr. Ewart gives. The system is, in fact, exactly similar to that of Kilauea Plantation on Kauai, the transportation being by mule power on portable

track and steam power on the main or permanent lines, the loading being done under contract at an average of 25 cents per ton of cane as against an outlay by Mr. Ewart of 19 cents per ton of cane. It has been able to gather from the figures of the work performed on this plantation and that of adjoining plantations that the average cost for the handling and transportation of cane from the fields of the upper lands where the contour of the country is more broken averaged as high as 65 cents per ton of cane or \$5.20 per ton of sugar. The foregoing figures include not only the cost of handling, loading and transportation of cane, but also the cost of the up-keep and repairs of the track, both main and portable, meaning every expense connected with the handling and transportation of the cane, inclusive of oils, waste, fuel and supplies necessary.

Like Mr. Horner, I am an advocate of less manual labor and more mule power. Being awake to the necessity of labor-saving devices for the harvesting of our rougher high lands we used the derrick and hauled most of the cane by sleds from the more inconvenient places, cutting out over 80 per cent of portable track work and reducing the manual labor some 40 per cent, increasing the mule labor 25 per cent and reducing the actual cost of loading and transportation of cane from such lands by this method to from 50 to 55 cents per ton, including all items of up-keep of track, locomotive expense, etc. We devised an automatic sling to avoid trouble with sling ropes and delays in bundling which greatly increased the efficiency of the system. Each sled had its sling, and around each derrick there was always one or two extras so as not to detain the mule teams. The sling was laid loosely inside of the box-sled and cane piled in on top. At the derrick a man, boy and mule were required. It operates like a derrick hay-fork, and parts in the middle by the pulling of a trigger when the load is swung over the car by the jib of the crane. In doing this work we experimented on the length of haul and found that from 80 to 1,000 feet was the limit. When making longer hauls the cost increased, beyond this, requiring more mule teams or permitting a waiting spell by the loaders of the sleds. While this was a saving of from 20 to 25 per cent on these lands in expense, we do not think the same ratio of gain would accrue from this method on the level laying fields, as we were assisted by gravity, the derrick being placed so we hauled down hill. However, the special point of interest to us was that we made a saving of manual labor of 40 per cent, and even if we were not enabled to reduce the cost of loading and handling of cane by this method on more level laying fields, we would reduce the manual labor.

(To be Continued.)

BY AUTHORITY.

PUBLIC LANDS NOTICE.

On Saturday, December 21st, 1901, at 12 o'clock noon, at the front entrance of the Judiciary Building, will be sold at Public Auction the Lease of that certain piece or parcel of land, situate at Palama-ka, in Honolulu, Oahu, known and described as the fish pond of "Kauai" with the banks, lands and leas connected therewith and belonging thereto, being the same premises now occupied and under cultivation by Chin Wo & Co., rice planters.

Term: 5 Years.
Estate rental: \$275.00 per annum, payable semi-annually in advance.
Lease to commence from January 1, 1902, at which date possession of above land be given.

For further particulars apply at the Public Lands Office, Honolulu.

EDWARD S. BOYD, Commissioner of Public Lands.

Public Lands Office, November 16th, 1901.

IN THE CIRCUIT COURT OF THE FIFTH CIRCUIT, TERRITORY OF HAWAII—AT CHAMBERS.—IN PROBATE.

In the matter of the Estate of Mrs. Sophia Dorothea Rabe, of Lihue, Kauai, deceased.

On reading and filing the petition and accounts of H. Hans Isenbarger, administrator of estate of Mrs. Sophia Dorothea Rabe, wherein he asks that the same may be examined and approved, and that a final order may be made of distribution of the property remaining in his hands to the persons thereto entitled, and discharging him and his sureties from all further responsibility as such administrator.

It is ordered, that Tuesday, the 17th day of December, A. D. 1901, at 10 o'clock a. m., before the judge of said court at the courtroom of the said court at Lihue, Island of Kauai, be and the same hereby is appointed as the time and place for hearing said petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted, and may present evidence as to who are entitled to said property.

Dated at Lihue, Kauai, this 15th day of November, 1901.

By the Court.

H. D. WISHARD, Clerk.

2334—Nov. 19, 26; Dec. 3.

IN THE CIRCUIT COURT OF THE FIFTH CIRCUIT, TERRITORY OF HAWAII—AT CHAMBERS.—IN PROBATE.

In the matter of the Estate of Frank Johnson, of Elele, Kauai, deceased.

On reading and filing the petition and accounts of H. D. Wishard, administrator of estate of Frank Johnson, late of Elele, Kauai, wherein he asks that the same may be examined and approved, and that a final order may be made of distribution of the property remaining in his hands to the persons thereto entitled, and discharging him and his sureties from all further responsibility as such administrator.

It is ordered, that Tuesday, the 17th day of December, A. D. 1901, at 10 o'clock a. m., before the judge of said court at the courtroom of the said court at Lihue, Island of Kauai, be and the same hereby is appointed as the time and place for hearing said petition and accounts, and that all persons interested may then and there appear and show cause, if any they have, why the same should not be granted, and may present evidence as to who are entitled to said property.

Dated at Lihue, Kauai, this 16th day of November, 1901.

By the Court.

H. D. WISHARD, Clerk.

2334—Nov. 19, 26; Dec. 3.

SUGAR QUOTATIONS.

NEW YORK, Nov. 7.—Sugar—Raw, quiet; refined, 34c; centrifugal, 34c; molasses sugar, 3c. Refined, dull; crushed, 5.50c; powdered, 5.10c; granulated, 5.00c.

NOTIONS At Prices which will be Attractive to every Woman.
Mail Order Department for those Living out of Honolulu.

Feather-stitch Braid, 6 yards in piece, per piece, 5, 10, 15, 20, 25 cents each.
Shell Hairpins, in boxes of a dozen, 25 cents per box.
American Hairpin Cabinets, 5 cents each.
Warren's Featherbone Collar Forms, 20 cents each.
Wood Darning Balls, 5 cents each; with sterling silver mounting, 25 cents each.
Spool Hasting Cotton, 200 yards, warranted, two for 5 cents.
Treasure Safety Pins, equal to the best imported, 5 cents per dozen.
Garner Webbing, pure elastic, 10, 12½, 15, 20, 25 cents per yard.
Emory Balls, needed to take rust off your needles, 6 cents each.
English Hairpin Cabinets, very fine quality pins, 10 cents each.
Stray Lock Pins, very pretty shell, 10 cents each.
Darning Cotton, Coats' fast black, 5 cents a ball.
Improved Darning Ball, with spring attachment, 25 cents.
Curling Tongs, 15 cents each.
Barbour's Irish Linen Thread, 200 yards, 10 cents.
Aluminum Thimbles, 10 cents each.
"The Comfort" Corset Hose Supporters, 25 cents per pair.

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